

## § 21.617

### § 21.617 Issue of letters of TSO design approval: import appliances.

(a) A letter of TSO design approval may be issued for an appliance that is manufactured in a foreign country with which the United States has an agreement for the acceptance of these appliances for export and import and that is to be imported into the United States if—

(1) The country in which the appliance was manufactured certifies that the appliance has been examined, tested, and found to meet the applicable TSO designated in § 21.305(b) or the applicable performance standards of the country in which the appliance was manufactured and any other performance standards the Administrator may prescribe to provide a level of safety equivalent to that provided by the TSO designated in § 21.305(b); and

(2) The manufacturer has submitted one copy of the technical data required in the applicable performance standard through its civil aviation authority.

(b) The letter of TSO design approval will be issued by the Administrator and must list any deviation granted to the manufacturer under § 21.609.

(c) After the Administrator has issued a letter of TSO design approval and the country of manufacture issues a Certificate of Airworthiness for Export as specified in § 21.502(a), the manufacturer shall be authorized to identify the appliance with the TSO marking requirements described in § 21.607(d) and in the applicable TSO. Each appliance must be accompanied by a Certificate of Airworthiness for Export as specified in § 21.502(a) issued by the country of manufacture.

### § 21.619 Noncompliance.

The Administrator may, upon notice, withdraw the TSO authorization or letter of TSO design approval of any manufacturer who identifies with a TSO marking an article not meeting the performance standards of the applicable TSO.

### § 21.621 Transferability and duration.

A TSO authorization or letter of TSO design approval issued under this part is not transferable and is effective until surrendered, withdrawn, or otherwise terminated by the Administrator.

## 14 CFR Ch. I (1–1–08 Edition)

## PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, ACROBATIC, AND COMMUTER CATEGORY AIRPLANES

SPECIAL FEDERAL AVIATION REGULATION NO. 23

### Subpart A—General

Sec.

- 23.1 Applicability.
- 23.2 Special retroactive requirements.
- 23.3 Airplane categories.

### Subpart B—Flight

#### GENERAL

- 23.21 Proof of compliance.
- 23.23 Load distribution limits.
- 23.25 Weight limits.
- 23.29 Empty weight and corresponding center of gravity.
- 23.31 Removable ballast.
- 23.33 Propeller speed and pitch limits.

#### PERFORMANCE

- 23.45 General.
- 23.49 Stalling period.
- 23.51 Takeoff speeds.
- 23.53 Takeoff performance.
- 23.55 Accelerate-stop distance.
- 23.57 Takeoff path.
- 23.59 Takeoff distance and takeoff run.
- 23.61 Takeoff flight path.
- 23.63 Climb: General.
- 23.65 Climb: All engines operating.
- 23.66 Takeoff climb: One-engine inoperative.
- 23.67 Climb: One engine inoperative.
- 23.69 Enroute climb/descent.
- 23.71 Glide: Single-engine airplanes.
- 23.73 Reference landing approach speed.
- 23.75 Landing distance.
- 23.77 Balked landing.

#### FLIGHT CHARACTERISTICS

- 23.141 General.

#### CONTROLLABILITY AND MANEUVERABILITY

- 23.143 General.
- 23.145 Longitudinal control.
- 23.147 Directional and lateral control.
- 23.149 Minimum control speed.
- 23.151 Acrobatic maneuvers.
- 23.153 Control during landings.
- 23.155 Elevator control force in maneuvers.
- 23.157 Rate of roll.

#### TRIM

- 23.161 Trim.

#### STABILITY

- 23.171 General.
- 23.173 Static longitudinal stability.

- 23.175 Demonstration of static longitudinal stability.
- 23.177 Static directional and lateral stability.
- 23.181 Dynamic stability.

## STALLS

- 23.201 Wings level stall.
- 23.203 Turning flight and accelerated turning stalls.
- 23.207 Stall warning.

## SPINNING

- 23.221 Spinning.

## GROUND AND WATER HANDLING CHARACTERISTICS

- 23.231 Longitudinal stability and control.
- 23.233 Directional stability and control.
- 23.235 Operation on unpaved surfaces.
- 23.237 Operation on water.
- 23.239 Spray characteristics.

## MISCELLANEOUS FLIGHT REQUIREMENTS

- 23.251 Vibration and buffeting.
- 23.253 High speed characteristics.

## Subpart C—Structure

## GENERAL

- 23.301 Loads.
- 23.302 Canard or tandem wing configurations.
- 23.303 Factor of safety.
- 23.305 Strength and deformation.
- 23.307 Proof of structure.

## FLIGHT LOADS

- 23.321 General.
- 23.331 Symmetrical flight conditions.
- 23.333 Flight envelope.
- 23.335 Design airspeeds.
- 23.337 Limit maneuvering load factors.
- 23.341 Gust loads factors.
- 23.343 Design fuel loads.
- 23.345 High lift devices.
- 23.347 Unsymmetrical flight conditions.
- 23.349 Rolling conditions.
- 23.351 Yawing conditions.
- 23.361 Engine torque.
- 23.363 Side load on engine mount.
- 23.365 Pressurized cabin loads.
- 23.367 Unsymmetrical loads due to engine failure.
- 23.369 Rear lift truss.
- 23.371 Gyroscopic and aerodynamic loads.
- 23.373 Speed control devices.

## CONTROL SURFACE AND SYSTEM LOADS

- 23.391 Control surface loads.
- 23.393 Loads parallel to hinge line.
- 23.395 Control system loads.
- 23.397 Limit control forces and torques.
- 23.399 Dual control system.
- 23.405 Secondary control system.

- 23.407 Trim tab effects.
- 23.409 Tabs.
- 23.415 Ground gust conditions.

## HORIZONTAL STABILIZING AND BALANCING SURFACES

- 23.421 Balancing loads.
- 23.423 Maneuvering loads.
- 23.425 Gust loads.
- 23.427 Unsymmetrical loads.

## VERTICAL SURFACES

- 23.441 Maneuvering loads.
- 23.443 Gust loads.
- 23.445 Outboard fins or winglets.

## AILERONS AND SPECIAL DEVICES

- 23.455 Ailerons.
- 23.459 Special devices.

## GROUND LOADS

- 23.471 General.
- 23.473 Ground load conditions and assumptions.
- 23.477 Landing gear arrangement.
- 23.479 Level landing conditions.
- 23.481 Tail down landing conditions.
- 23.483 One-wheel landing conditions.
- 23.485 Side load conditions.
- 23.493 Braked roll conditions.
- 23.497 Supplementary conditions for tail wheels.
- 23.499 Supplementary conditions for nose wheels.
- 23.505 Supplementary conditions for skiplanes.
- 23.507 Jacking loads.
- 23.509 Towing loads.
- 23.511 Ground load; unsymmetrical loads on multiple-wheel units.

## WATER LOADS

- 23.521 Water load conditions.
- 23.523 Design weights and center of gravity positions.
- 23.525 Application of loads.
- 23.527 Hull and main float load factors.
- 23.529 Hull and main float landing conditions.
- 23.531 Hull and main float takeoff condition.
- 23.533 Hull and main float bottom pressures.
- 23.535 Auxiliary float loads.
- 23.537 Seawing loads.

## EMERGENCY LANDING CONDITIONS

- 23.561 General.
- 23.562 Emergency landing dynamic conditions.

## FATIGUE EVALUATION

- 23.571 Metallic pressurized cabin structures.
- 23.572 Metallic wing, empennage, and associated structures.

**Pt. 23****14 CFR Ch. I (1–1–08 Edition)**

- 23.573 Damage tolerance and fatigue evaluation of structure.
- 23.574 Metallic damage tolerance and fatigue evaluation of commuter category airplanes.
- 23.575 Inspections and other procedures.

**Subpart D—Design and Construction**

- 23.601 General.
- 23.603 Materials and workmanship.
- 23.605 Fabrication methods.
- 23.607 Fasteners.
- 23.609 Protection of structure.
- 23.611 Accessibility provisions.
- 23.613 Material strength properties and design values.
- 23.619 Special factors.
- 23.621 Casting factors.
- 23.623 Bearing factors.
- 23.625 Fitting factors.
- 23.627 Fatigue strength.
- 23.629 Flutter.

**WINGS**

- 23.641 Proof of strength.

**CONTROL SURFACES**

- 23.651 Proof of strength.
- 23.655 Installation.
- 23.657 Hinges.
- 23.659 Mass balance.

**CONTROL SYSTEMS**

- 23.671 General.
- 23.672 Stability augmentation and automatic and power-operated systems.
- 23.673 Primary flight controls.
- 23.675 Stops.
- 23.677 Trim systems.
- 23.679 Control system locks.
- 23.681 Limit load static tests.
- 23.683 Operation tests.
- 23.685 Control system details.
- 23.687 Spring devices.
- 23.689 Cable systems.
- 23.691 Artificial stall barrier system.
- 23.693 Joints.
- 23.697 Wing flap controls.
- 23.699 Wing flap position indicator.
- 23.701 Flap interconnection.
- 23.703 Takeoff warning system.

**LANDING GEAR**

- 23.721 General.
- 23.723 Shock absorption tests.
- 23.725 Limit drop tests.
- 23.726 Ground load dynamic tests.
- 23.727 Reserve energy absorption drop test.
- 23.729 Landing gear extension and retraction system.
- 23.731 Wheels.
- 23.733 Tires.
- 23.735 Brakes.
- 23.737 Skis.
- 23.745 Nose/tail wheel steering.

**FLOATS AND HULLS**

- 23.751 Main float buoyancy.
- 23.753 Main float design.
- 23.755 Hulls.
- 23.757 Auxiliary floats.

**PERSONNEL AND CARGO ACCOMMODATIONS**

- 23.771 Pilot compartment.
- 23.773 Pilot compartment view.
- 23.775 Windshields and windows.
- 23.777 Cockpit controls.
- 23.779 Motion and effect of cockpit controls.
- 23.781 Cockpit control knob shape.
- 23.783 Doors.
- 23.785 Seats, berths, litters, safety belts, and shoulder harnesses.
- 23.787 Baggage and cargo compartments.
- 23.791 Passenger information signs.
- 23.803 Emergency evacuation.
- 23.805 Flightcrew emergency exits.
- 23.807 Emergency exits.
- 23.811 Emergency exit marking.
- 23.812 Emergency lighting.
- 23.813 Emergency exit access.
- 23.815 Width of aisle.
- 23.831 Ventilation.

**PRESSURIZATION**

- 23.841 Pressurized cabins.
- 23.843 Pressurization tests.

**FIRE PROTECTION**

- 23.851 Fire extinguishers.
- 23.853 Passenger and crew compartment interiors.
- 23.855 Cargo and baggage compartment fire protection.
- 23.859 Combustion heater fire protection.
- 23.863 Flammable fluid fire protection.
- 23.865 Fire protection of flight controls, engine mounts, and other flight structure.

**ELECTRICAL BONDING AND LIGHTNING PROTECTION**

- 23.867 Electrical bonding and protection against lightning and static electricity.

**MISCELLANEOUS**

- 23.871 Leveling means.

**Subpart E—Powerplant****GENERAL**

- 23.901 Installation.
- 23.903 Engines.
- 23.904 Automatic power reserve system.
- 23.905 Propellers.
- 23.907 Propeller vibration.
- 23.909 Turbocharger systems.
- 23.925 Propeller clearance.
- 23.929 Engine installation ice protection.
- 23.933 Reversing systems.
- 23.934 Turbojet and turbofan engine thrust reverser systems tests.

**Federal Aviation Administration, DOT****Pt. 23**

- 23.937 Turbopropeller-drag limiting systems.
- 23.939 Powerplant operating characteristics.
- 23.943 Negative acceleration.

**FUEL SYSTEM**

- 23.951 General.
- 23.953 Fuel system independence.
- 23.954 Fuel system lightning protection.
- 23.955 Fuel flow.
- 23.957 Flow between interconnected tanks.
- 23.959 Unusable fuel supply.
- 23.961 Fuel system hot weather operation.
- 23.963 Fuel tanks: General.
- 23.965 Fuel tank tests.
- 23.967 Fuel tank installation.
- 23.969 Fuel tank expansion space.
- 23.971 Fuel tank sump.
- 23.973 Fuel tank filler connection.
- 23.975 Fuel tank vents and carburetor vapor vents.
- 23.977 Fuel tank outlet.
- 23.979 Pressure fueling systems.

**FUEL SYSTEM COMPONENTS**

- 23.991 Fuel pumps.
- 23.993 Fuel system lines and fittings.
- 23.994 Fuel system components.
- 23.995 Fuel valves and controls.
- 23.997 Fuel strainer or filter.
- 23.999 Fuel system drains.
- 23.1001 Fuel jettisoning system.

**OIL SYSTEM**

- 23.1011 General.
- 23.1013 Oil tanks.
- 23.1015 Oil tank tests.
- 23.1017 Oil lines and fittings.
- 23.1019 Oil strainer or filter.
- 23.1021 Oil system drains.
- 23.1023 Oil radiators.
- 23.1027 Propeller feathering system.

**COOLING**

- 23.1041 General.
- 23.1043 Cooling tests.
- 23.1045 Cooling test procedures for turbine engine powered airplanes.
- 23.1047 Cooling test procedures for reciprocating engine powered airplanes.

**LIQUID COOLING**

- 23.1061 Installation.
- 23.1063 Coolant tank tests.

**INDUCTION SYSTEM**

- 23.1091 Air induction system.
- 23.1093 Induction system icing protection.
- 23.1095 Carburetor deicing fluid flow rate.
- 23.1097 Carburetor deicing fluid system capacity.
- 23.1099 Carburetor deicing fluid system detail design.
- 23.1101 Induction air preheater design.
- 23.1103 Induction system ducts.

- 23.1105 Induction system screens.
- 23.1107 Induction system filters.
- 23.1109 Turbocharger bleed air system.
- 23.1111 Turbine engine bleed air system.

**EXHAUST SYSTEM**

- 23.1121 General.
- 23.1123 Exhaust system.
- 23.1125 Exhaust heat exchangers.

**POWERPLANT CONTROLS AND ACCESSORIES**

- 23.1141 Powerplant controls: General.
- 23.1142 Auxiliary power unit controls.
- 23.1143 Engine controls.
- 23.1145 Ignition switches.
- 23.1147 Mixture controls.
- 23.1149 Propeller speed and pitch controls.
- 23.1153 Propeller feathering controls.
- 23.1155 Turbine engine reverse thrust and propeller pitch settings below the flight regime.
- 23.1157 Carburetor air temperature controls.
- 23.1163 Powerplant accessories.
- 23.1165 Engine ignition systems.

**POWERPLANT FIRE PROTECTION**

- 23.1181 Designated fire zones; regions included.
- 23.1182 Nacelle areas behind firewalls.
- 23.1183 Lines, fittings, and components.
- 23.1189 Shutoff means.
- 23.1191 Firewalls.
- 23.1192 Engine accessory compartment diaphragm.
- 23.1193 Cowling and nacelle.
- 23.1195 Fire extinguishing systems.
- 23.1197 Fire extinguishing agents.
- 23.1199 Extinguishing agent containers.
- 23.1201 Fire extinguishing systems materials.
- 23.1203 Fire detector system.

**Subpart F—Equipment****GENERAL**

- 23.1301 Function and installation.
- 23.1303 Flight and navigation instruments.
- 23.1305 Powerplant instruments.
- 23.1307 Miscellaneous equipment.
- 23.1308 High-intensity Radiated Fields (HIRF) Protection.
- 23.1309 Equipment, systems, and installations.

**INSTRUMENTS: INSTALLATION**

- 23.1311 Electronic display instrument systems.
- 23.1321 Arrangement and visibility.
- 23.1322 Warning, caution, and advisory lights.
- 23.1323 Airspeed indicating system.
- 23.1325 Static pressure system.
- 23.1326 Pitot heat indication systems.
- 23.1327 Magnetic direction indicator.
- 23.1329 Automatic pilot system.
- 23.1331 Instruments using a power source.

**Pt. 23**

**14 CFR Ch. I (1–1–08 Edition)**

- 23.1335 Flight director systems.
- 23.1337 Powerplant instruments installation.

**ELECTRICAL SYSTEMS AND EQUIPMENT**

- 23.1351 General.
- 23.1353 Storage battery design and installation.
- 23.1357 Circuit protective devices.
- 23.1359 Electrical system fire protection.
- 23.1361 Master switch arrangement.
- 23.1365 Electric cables and equipment.
- 23.1367 Switches.

**LIGHTS**

- 23.1381 Instrument lights.
- 23.1383 Taxi and landing lights.
- 23.1385 Position light system installation.
- 23.1387 Position light system dihedral angles.
- 23.1389 Position light distribution and intensities.
- 23.1391 Minimum intensities in the horizontal plane of position lights.
- 23.1393 Minimum intensities in any vertical plane of position lights.
- 23.1395 Maximum intensities in overlapping beams of position lights.
- 23.1397 Color specifications.
- 23.1399 Riding light.
- 23.1401 Anticollision light system.

**SAFETY EQUIPMENT**

- 23.1411 General.
- 23.1415 Ditching equipment.
- 23.1416 Pneumatic de-icer boot system.
- 23.1419 Ice protection.

**MISCELLANEOUS EQUIPMENT**

- 23.1431 Electronic equipment.
- 23.1435 Hydraulic systems.
- 23.1437 Accessories for multiengine airplanes.
- 23.1438 Pressurization and pneumatic systems.
- 23.1441 Oxygen equipment and supply.
- 23.1443 Minimum mass flow of supplemental oxygen.
- 23.1445 Oxygen distribution system.
- 23.1447 Equipment standards for oxygen dispensing units.
- 23.1449 Means for determining use of oxygen.
- 23.1450 Chemical oxygen generators.
- 23.1451 Fire protection for oxygen equipment.
- 23.1453 Protection of oxygen equipment from rupture.
- 23.1457 Cockpit voice recorders.
- 23.1459 Flight recorders.
- 23.1461 Equipment containing high energy rotors.

**Subpart G—Operating Limitations and Information**

- 23.1501 General.
- 23.1505 Airspeed limitations.
- 23.1507 Operating maneuvering speed.
- 23.1511 Flap extended speed.
- 23.1513 Minimum control speed.
- 23.1519 Weight and center of gravity.
- 23.1521 Powerplant limitations.
- 23.1522 Auxiliary power unit limitations.
- 23.1523 Minimum flight crew.
- 23.1524 Maximum passenger seating configuration.
- 23.1525 Kinds of operation.
- 23.1527 Maximum operating altitude.
- 23.1529 Instructions for Continued Airworthiness.

**MARKINGS AND PLACARDS**

- 23.1541 General.
- 23.1543 Instrument markings: General.
- 23.1545 Airspeed indicator.
- 23.1547 Magnetic direction indicator.
- 23.1549 Powerplant and auxiliary power unit instruments.
- 23.1551 Oil quantity indicator.
- 23.1553 Fuel quantity indicator.
- 23.1555 Control markings.
- 23.1557 Miscellaneous markings and placards.
- 23.1559 Operating limitations placard.
- 23.1561 Safety equipment.
- 23.1563 Airspeed placards.
- 23.1567 Flight maneuver placard.

**AIRPLANE FLIGHT MANUAL AND APPROVED MANUAL MATERIAL**

- 23.1581 General.
- 23.1583 Operating limitations.
- 23.1585 Operating procedures.
- 23.1587 Performance information.
- 23.1589 Loading information.

**APPENDIX A TO PART 23—SIMPLIFIED DESIGN LOAD CRITERIA**

**APPENDIX B TO PART 23 [RESERVED]**

**APPENDIX C TO PART 23—BASIC LANDING CONDITIONS**

**APPENDIX D TO PART 23—WHEEL SPIN-UP AND SPRING-BACK LOADS**

**APPENDIX E TO PART 23 [RESERVED]**

**APPENDIX F TO PART 23—TEST PROCEDURE**

**APPENDIX G TO PART 23—INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**APPENDIX H TO PART 23—INSTALLATION OF AN AUTOMATIC POWER RESERVE (APR) SYSTEM**

**APPENDIX I TO PART 23—SEAPLANE LOADS**

**APPENDIX J TO PART 23—HIRF ENVIRONMENTS AND EQUIPMENT HIRF TEST LEVELS**

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SPECIAL FEDERAL AVIATION REGULATION  
No. 23

1. *Applicability.* An applicant is entitled to a type certificate in the normal category for a reciprocating or turbopropeller multiengine powered small airplane that is to be certificated to carry more than 10 occupants and that is intended for use in operations under Part 135 of the Federal Aviation Regulations if he shows compliance with the applicable requirements of Part 23 of the Federal Aviation Regulations, as supplemented or modified by the additional airworthiness requirements of this regulation.

2. *References.* Unless otherwise provided, all references in this regulation to specific sections of Part 23 of the Federal Aviation Regulations are those sections of Part 23 in effect on March 30, 1967.

## FLIGHT REQUIREMENTS

3. *General.* Compliance must be shown with the applicable requirements of Subpart B of Part 23 of the Federal Aviation Regulations in effect on March 30, 1967, as supplemented or modified in sections 4 through 10 of this regulation.

## PERFORMANCE

4. *General.* (a) Unless otherwise prescribed in this regulation, compliance with each applicable performance requirement in sections 4 through 7 of this regulation must be shown for ambient atmospheric conditions and still air.

(b) The performance must correspond to the propulsive thrust available under the particular ambient atmospheric conditions and the particular flight condition. The available propulsive thrust must correspond to engine power or thrust, not exceeding the approved power or thrust less—

(1) Installation losses; and  
(2) The power or equivalent thrust absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(c) Unless otherwise prescribed in this regulation, the applicant must select the takeoff, en route, and landing configurations for the airplane.

(d) The airplane configuration may vary with weight, altitude, and temperature, to the extent they are compatible with the operating procedures required by paragraph (e) of this section.

(e) Unless otherwise prescribed in this regulation, in determining the critical engine inoperative takeoff performance, the accelerate-stop distance, takeoff distance, changes in the airplane's configuration, speed, power, and thrust, must be made in accordance with procedures established by the applicant for operation in service.

(f) Procedures for the execution of balked landings must be established by the applicant and included in the Airplane Flight Manual.

(g) The procedures established under paragraphs (e) and (f) of this section must—

(1) Be able to be consistently executed in service by a crew of average skill;

(2) Use methods or devices that are safe and reliable; and

(3) Include allowance for any time delays, in the execution of the procedures, that may reasonably be expected in service.

5. *Takeoff*—(a) *General.* The takeoff speeds described in paragraph (b), the accelerate-stop distance described in paragraph (c), and the takeoff distance described in paragraph (d), must be determined for—

(1) Each weight, altitude, and ambient temperature within the operational limits selected by the applicant;

(2) The selected configuration for takeoff;

(3) The center of gravity in the most unfavorable position;

(4) The operating engine within approved operating limitation; and

(5) Takeoff data based on smooth, dry, hard-surface runway.

(b) *Takeoff speeds.* (1) The decision speed  $V_1$  is the calibrated airspeed on the ground at which, as a result of engine failure or other reasons, the pilot is assumed to have made a decision to continue or discontinue the takeoff. The speed  $V_1$  must be selected by the applicant but may not be less than—

(i)  $1.10 V_{SI}$ ;

(ii)  $1.10 V_{MC}$ ;

(iii) A speed that permits acceleration to  $V_1$  and stop in accordance with paragraph (c) allowing credit for an overrun distance equal to that required to stop the airplane from a ground speed of 35 knots utilizing maximum braking; or

(iv) A speed at which the airplane can be rotated for takeoff and shown to be adequate to safely continue the takeoff, using normal piloting skill, when the critical engine is suddenly made inoperative.

(2) Other essential takeoff speeds necessary for safe operation of the airplane must be determined and shown in the Airplane Flight Manual.

(c) *Accelerate-stop distance.* (1) The accelerate-stop distance is the sum of the distances necessary to—

(i) Accelerate the airplane from a standing start to  $V_1$ ; and

(ii) Decelerate the airplane from  $V_1$  to a speed not greater than 35 knots, assuming that in the case of engine failure, failure of the critical engine is recognized by the pilot at the speed  $V_1$ . The landing gear must remain in the extended position and maximum braking may be utilized during deceleration.

(2) Means other than wheel brakes may be used to determine the accelerate-stop distance if that means is available with the critical engine inoperative and—

- (i) Is safe and reliable;
- (ii) Is used so that consistent results can be expected under normal operating conditions; and
- (iii) Is such that exceptional skill is not required to control the airplane.

(d) *All engines operating takeoff distance.* The all engine operating takeoff distance is the horizontal distance required to takeoff and climb to a height of 50 feet above the takeoff surface according to procedures in FAR 23.51(a).

(e) *One-engine-inoperative takeoff.* The maximum weight must be determined for each altitude and temperature within the operational limits established for the airplane, at which the airplane has takeoff capability after failure of the critical engine at or above  $V_1$  determined in accordance with paragraph (b) of this section. This capability may be established—

- (1) By demonstrating a measurably positive rate of climb with the airplane in the takeoff configuration, landing gear extended; or
- (2) By demonstrating the capability of maintaining flight after engine failure utilizing procedures prescribed by the applicant.

6. *Climb—(a) Landing climb: All-engines-operating.* The maximum weight must be determined with the airplane in the landing configuration, for each altitude, and ambient temperature within the operational limits established for the airplane and with the most unfavorable center of gravity and out-of-ground effect in free air, at which the steady gradient of climb will not be less than 3.3 percent, with:

- (1) The engines at the power that is available 8 seconds after initiation of movement of the power or thrust controls from the minimum flight idle to the takeoff position.
- (2) A climb speed not greater than the approach speed established under section 7 of this regulation and not less than the greater of  $1.05V_{MC}$  or  $1.10V_{S1}$ .

(b) *En route climb, one-engine-inoperative.* (1) the maximum weight must be determined with the airplane in the en route configuration, the critical engine inoperative, the remaining engine at not more than maximum continuous power or thrust, and the most unfavorable center of gravity, at which the gradient at climb will be not less than—

- (i) 1.2 percent (or a gradient equivalent to  $0.20 V_{S02}$ , if greater) at 5,000 feet and an ambient temperature of 41 °F. or
- (ii) 0.6 percent (or a gradient equivalent to  $0.01 V_{S02}$ , if greater) at 5,000 feet and ambient temperature of 81 °F.

(2) The minimum climb gradient specified in subdivisions (i) and (ii) of subparagraph (1)

of this paragraph must vary linearly between 41 °F. and 81 °F. and must change at the same rate up to the maximum operational temperature approved for the airplane.

7. *Landing.* The landing distance must be determined for standard atmosphere at each weight and altitude in accordance with FAR 23.75(a), except that instead of the gliding approach specified in FAR 23.75(a)(1), the landing may be preceded by a steady approach down to the 50-foot height at a gradient of descent not greater than 5.2 percent (3°) at a calibrated airspeed not less than  $1.3V_{S1}$ .

#### TRIM

8. *Trim—(a) Lateral and directional trim.* The airplane must maintain lateral and directional trim in level flight at a speed of  $V_h$  or  $V_{MO}/M_{MO}$ , whichever is lower, with landing gear and wing flaps retracted.

(b) *Longitudinal trim.* The airplane must maintain longitudinal trim during the following conditions, except that it need not maintain trim at a speed greater than  $V_{MO}/M_{MO}$ :

- (1) In the approach conditions specified in FAR 23.161(c)(3) through (5), except that instead of the speeds specified therein, trim must be maintained with a stick force of not more than 10 pounds down to a speed used in showing compliance with section 7 of this regulation or  $1.4 V_{S1}$  whichever is lower.

(2) In level flight at any speed from  $V_h$  or  $V_{MO}/M_{MO}$ , whichever is lower, to either  $V_x$  or  $1.4 V_{S1}$ , with the landing gear and wing flaps retracted.

#### STABILITY

9. *Static longitudinal stability.* (a) In showing compliance with the provisions of FAR 23.175(b) and with paragraph (b) of this section, the airspeed must return to within  $\pm 7\frac{1}{2}$  percent of the trim speed.

(b) *Cruise stability.* The stick force curve must have a stable slope for a speed range of  $\pm 50$  knots from the trim speed except that the speeds need not exceed  $V_{FC}/M_{FC}$  or be less than  $1.4 V_{S1}$ . This speed range will be considered to begin at the outer extremes of the friction band and the stick force may not exceed 50 pounds with—

- (i) Landing gear retracted;
- (ii) Wing flaps retracted;
- (iii) The maximum cruising power as selected by the applicant as an operating limitation for turbine engines or 75 percent of maximum continuous power for reciprocating engines except that the power need not exceed that required at  $V_{MO}/M_{MO}$ ;
- (iv) Maximum takeoff weight; and
- (v) The airplane trimmed for level flight with the power specified in subparagraph (iii) of this paragraph.

$V_{FC}/M_{FC}$  may not be less than a speed midway between  $V_{MO}/M_{MO}$  and  $V_{DF}/M_{DF}$ , except that, for altitudes where Mach number is the

limiting factor,  $M_{FC}$  need not exceed the Mach number at which effective speed warning occurs.

(c) *Climb stability.* For turbopropeller powered airplanes only. In showing compliance with FAR 23.175(a), an applicant must in lieu of the power specified in FAR 23.175(a)(4), use the maximum power or thrust selected by the applicant as an operating limitation for use during climb at the best rate of climb speed except that the speed need not be less than  $1.4 V_{S1}$ .

#### STALLS

10. *Stall warning.* If artificial stall warning is required to comply with the requirements of FAR 23.207, the warning device must give clearly distinguishable indications under expected conditions of flight. The use of a visual warning device that requires the attention of the crew within the cockpit is not acceptable by itself.

#### CONTROL SYSTEMS

11. *Electric trim tabs.* The airplane must meet the requirements of FAR 23.677 and in addition it must be shown that the airplane is safely controllable and that a pilot can perform all the maneuvers and operations necessary to effect a safe landing following any probable electric trim tab runaway which might be reasonably expected in service allowing for appropriate time delay after pilot recognition of the runaway. This demonstration must be conducted at the critical airplane weights and center of gravity positions.

#### INSTRUMENTS: INSTALLATION

12. *Arrangement and visibility.* Each instrument must meet the requirements of FAR 23.1321 and in addition—

(a) Each flight, navigation, and powerplant instrument for use by any pilot must be plainly visible to him from his station with the minimum practicable deviation from his normal position and line of vision when he is looking forward along the flight path.

(b) The flight instruments required by FAR 23.1303 and by the applicable operating rules must be grouped on the instrument panel and centered as nearly as practicable about the vertical plane of each pilot's forward vision. In addition—

(1) The instrument that most effectively indicates the attitude must be on the panel in the top center position;

(2) The instrument that most effectively indicates airspeed must be adjacent to and directly to the left of the instrument in the top center position;

(3) The instrument that most effectively indicates altitude must be adjacent to and directly to the right of the instrument in the top center position; and

(4) The instrument that most effectively indicates direction of flight must be adjacent to and directly below the instrument in the top center position.

13. *Airspeed indicating system.* Each airspeed indicating system must meet the requirements of FAR 23.1323 and in addition—

(a) Airspeed indicating instruments must be of an approved type and must be calibrated to indicate true airspeed at sea level in the standard atmosphere with a minimum practicable instrument calibration error when the corresponding pilot and static pressures are supplied to the instruments.

(b) The airspeed indicating system must be calibrated to determine the system error, i.e., the relation between IAS and CAS, in flight and during the accelerate takeoff ground run. The ground run calibration must be obtained between 0.8 of the minimum value of  $V_1$  and 1.2 times the maximum value of  $V_1$ , considering the approved ranges of altitude and weight. The ground run calibration will be determined assuming an engine failure at the minimum value of  $V_1$ .

(c) The airspeed error of the installation excluding the instrument calibration error, must not exceed 3 percent or 5 knots whichever is greater, throughout the speed range from  $V_{MO}$  to  $1.3S_1$  with flaps retracted and from  $1.3 V_{SO}$  to  $V_{FE}$  with flaps in the landing position.

(d) Information showing the relationship between IAS and CAS must be shown in the Airplane Flight Manual.

14. *Static air vent system.* The static air vent system must meet the requirements of FAR 23.1325. The altimeter system calibration must be determined and shown in the Airplane Flight Manual.

#### OPERATING LIMITATIONS AND INFORMATION

15. *Maximum operating limit speed  $V_{MO}/M_{MO}$ .* Instead of establishing operating limitations based on  $V_{ME}$  and  $V_{NO}$ , the applicant must establish a maximum operating limit speed  $V_{MO}/M_{MO}$  in accordance with the following:

(a) The maximum operating limit speed must not exceed the design cruising speed  $V_C$  and must be sufficiently below  $V_D/M_D$  or  $V_{DF}/M_{DF}$  to make it highly improbable that the latter speeds will be inadvertently exceeded in flight.

(b) The speed  $V_{MO}$  must not exceed  $0.8 V_D/M_D$  or  $0.8 V_{DF}/M_{DF}$  unless flight demonstrations involving upsets as specified by the Administrator indicates a lower speed margin will not result in speeds exceeding  $V_D/M_D$  or  $V_{DF}$ . Atmospheric variations, horizontal gusts, and equipment errors, and airframe production variations will be taken into account.

16. *Minimum flight crew.* In addition to meeting the requirements of FAR 23.1523, the



applicant must establish the minimum number and type of qualified flight crew personnel sufficient for safe operation of the airplane considering—

- (a) Each kind of operation for which the applicant desires approval;
- (b) The workload on each crewmember considering the following:
  - (1) Flight path control.
  - (2) Collision avoidance.
  - (3) Navigation.
  - (4) Communications.
  - (5) Operation and monitoring of all essential aircraft systems.
  - (6) Command decisions; and
- (c) The accessibility and ease of operation of necessary controls by the appropriate crewmember during all normal and emergency operations when at his flight station.

17. *Airspeed indicator.* The airspeed indicator must meet the requirements of FAR 23.1545 except that, the airspeed notations and markings in terms of  $V_{NO}$  and  $V_{NE}$  must be replaced by the  $V_{MO}/M_{MO}$  notations. The airspeed indicator markings must be easily read and understood by the pilot. A placard adjacent to the airspeed indicator is an acceptable means of showing compliance with the requirements of FAR 23.1545(c).

#### AIRPLANE FLIGHT MANUAL

18. *General.* The Airplane Flight Manual must be prepared in accordance with the requirements of FARs 23.1583 and 23.1587, and in addition the operating limitations and performance information set forth in sections 19 and 20 must be included.

19. *Operating limitations.* The Airplane Flight Manual must include the following limitations—

(a) *Airspeed limitations.* (1) The maximum operating limit speed  $V_{MO}/M_{MO}$  and a statement that this speed limit may not be deliberately exceeded in any regime of flight (climb, cruise, or descent) unless a higher speed is authorized for flight test or pilot training;

(2) If an airspeed limitation is based upon compressibility effects, a statement to this effect and information as to any symptoms, the probable behavior of the airplane, and the recommended recovery procedures; and

(3) The airspeed limits, shown in terms of  $V_{MO}/M_{MO}$  instead of  $V_{NO}$  and  $V_{NE}$ .

(b) *Takeoff weight limitations.* The maximum takeoff weight for each airport elevation, ambient temperature, and available takeoff runway length within the range selected by the applicant. This weight may not exceed the weight at which:

(1) The all-engine operating takeoff distance determined in accordance with section 5(d) or the accelerate-stop distance determined in accordance with section 5(c), whichever is greater, is equal to the available runway length;

(2) The airplane complies with the one-engine-inoperative takeoff requirements specified in section 5(e); and

(3) The airplane complies with the one-engine-inoperative en route climb requirements specified in section 6(b), assuming that a standard temperature lapse rate exists from the airport elevation to the altitude of 5,000 feet, except that the weight may not exceed that corresponding to a temperature of 41 °F at 5,000 feet.

20. *Performance information.* The Airplane Flight Manual must contain the performance information determined in accordance with the provisions of the performance requirements of this regulation. The information must include the following:

(a) Sufficient information so that the takeoff weight limits specified in section 19(b) can be determined for all temperatures and altitudes within the operation limitations selected by the applicant.

(b) The conditions under which the performance information was obtained, including the airspeed at the 50-foot height used to determine landing distances.

(c) The performance information (determined by extrapolation and computed for the range of weights between the maximum landing and takeoff weights) for—

- (1) Climb in the landing configuration; and
- (2) Landing distance.

(d) Procedure established under section 4 of this regulation related to the limitations and information required by this section in the form of guidance material including any relevant limitations or information.

(e) An explanation of significant or unusual flight or ground handling characteristics of the airplane.

(f) Airspeeds, as indicated airspeeds, corresponding to those determined for takeoff in accordance with section 5(b).

21. *Maximum operating altitudes.* The maximum operating altitude to which operation is permitted, as limited by flight, structural, powerplant, functional, or equipment characteristics, must be specified in the Airplane Flight Manual.

22. *Stowage provision for Airplane Flight Manual.* Provision must be made for stowing the Airplane Flight Manual in a suitable fixed container which is readily accessible to the pilot.

23. *Operating procedures.* Procedures for restarting turbine engines in flight (including the effects of altitude) must be set forth in the Airplane Flight Manual.

#### AIRFRAME REQUIREMENTS

##### FLIGHT LOADS

24. *Engine torque.* (a) Each turbopropeller engine mount and its supporting structure must be designed for the torque effects of—

- (1) The conditions set forth in FAR 23.361(a).

(2) The limit engine torque corresponding to takeoff power and propeller speed, multiplied by a factor accounting for propeller control system malfunction, including quick feathering action, simultaneously with 1 *g* level flight loads. In the absence of a rational analysis, a factor of 1.6 must be used.

(b) The limit torque is obtained by multiplying the mean torque by a factor of 1.25.

25. *Turbine engine gyroscopic loads.* Each turbopropeller engine mount and its supporting structure must be designed for the gyroscopic loads that result, with the engines at maximum continuous r.p.m., under either—

(a) The conditions prescribed in FARs 23.351 and 23.423; or

(b) All possible combinations of the following:

(1) A yaw velocity of 2.5 radius per second.

(2) A pitch velocity of 1.0 radians per second.

(3) A normal load factor of 2.5.

(4) Maximum continuous thrust.

26. *Unsymmetrical loads due to engine failure.*

(a) Turbopropeller powered airplanes must be designed for the unsymmetrical loads resulting from the failure of the critical engine including the following conditions in combination with a single malfunction of the propeller drag limiting system, considering the probable pilot corrective action on the flight controls.

(1) At speeds between  $V_{MC}$  and  $V_D$ , the loads resulting from power failure because of fuel flow interruption are considered to be limit loads.

(2) At speeds between  $V_{MC}$  and  $V_C$ , the loads resulting from the disconnection of the engine compressor from the turbine or from loss of the turbine blades are considered to be ultimate loads.

(3) The time history of the thrust decay and drag buildup occurring as a result of the prescribed engine failures must be substantiated by test or other data applicable to the particular engine-propeller combination.

(4) The timing and magnitude of the probable pilot corrective action must be conservatively estimated, considering the characteristics of the particular engine-propeller-airplane combination.

(b) Pilot corrective action may be assumed to be initiated at the time maximum yawing velocity is reached, but not earlier than two seconds after the engine failure. The magnitude of the corrective action may be based on the control forces specified in FAR 23.397 except that lower forces may be assumed where it is shown by analysis or test that these forces can control the yaw and roll resulting from the prescribed engine failure conditions.

#### GROUND LOADS

27. *Dual wheel landing gear units.* Each dual wheel landing gear unit and its supporting

structure must be shown to comply with the following:

(a) *Pivoting.* The airplane must be assumed to pivot about one side of the main gear with the brakes on that side locked. The limit vertical load factor must be 1.0 and the coefficient of friction 0.8. This condition need apply only to the main gear and its supporting structure.

(b) *Unequal tire inflation.* A 60-40 percent distribution of the loads established in accordance with FAR 23.471 through FAR 23.483 must be applied to the dual wheels.

(c) *Flat tire.* (1) Sixty percent of the loads specified in FAR 23.471 through FAR 23.483 must be applied to either wheel in a unit.

(2) Sixty percent of the limit drag and side loads and 100 percent of the limit vertical load established in accordance with FARs 23.493 and 23.485 must be applied to either wheel in a unit except that the vertical load need not exceed the maximum vertical load in paragraph (c)(1) of this section.

#### FATIGUE EVALUATION

28. *Fatigue evaluation of wing and associated structure.* Unless it is shown that the structure, operating stress levels, materials, and expected use are comparable from a fatigue standpoint to a similar design which has had substantial satisfactory service experience, the strength, detail design, and the fabrication of those parts of the wing, wing carry-through, and attaching structure whose failure would be catastrophic must be evaluated under either—

(a) A fatigue strength investigation in which the structure is shown by analysis, tests, or both to be able to withstand the repeated loads of variable magnitude expected in service; or

(b) A fail-safe strength investigation in which it is shown by analysis, tests, or both that catastrophic failure of the structure is not probable after fatigue, or obvious partial failure, of a principal structural element, and that the remaining structure is able to withstand a static ultimate load factor of 75 percent of the critical limit load factor at  $V_C$ . These loads must be multiplied by a factor of 1.15 unless the dynamic effects of failure under static load are otherwise considered.

#### DESIGN AND CONSTRUCTION

29. *Flutter.* For Multiengine turbopropeller powered airplanes, a dynamic evaluation must be made and must include—

(a) The significant elastic, inertia, and aerodynamic forces associated with the rotations and displacements of the plane of the propeller; and

(b) Engine-propeller-nacelle stiffness and damping variations appropriate to the particular configuration.

## LANDING GEAR

30. *Flap operated landing gear warning device.* Airplanes having retractable landing gear and wing flaps must be equipped with a warning device that functions continuously when the wing flaps are extended to a flap position that activates the warning device to give adequate warning before landing, using normal landing procedures, if the landing gear is not fully extended and locked. There may not be a manual shut off for this warning device. The flap position sensing unit may be installed at any suitable location. The system for this device may use any part of the system (including the aural warning device) provided for other landing gear warning devices.

## PERSONNEL AND CARGO ACCOMMODATIONS

31. *Cargo and baggage compartments.* Cargo and baggage compartments must be designed to meet the requirements of FAR 23.787 (a) and (b), and in addition means must be provided to protect passengers from injury by the contents of any cargo or baggage compartment when the ultimate forward inertia force is 9g.

32. *Doors and exits.* The airplane must meet the requirements of FAR 23.783 and FAR 23.807 (a)(3), (b), and (c), and in addition:

(a) There must be a means to lock and safeguard each external door and exit against opening in flight either inadvertently by persons, or as a result of mechanical failure. Each external door must be operable from both the inside and the outside.

(b) There must be means for direct visual inspection of the locking mechanism by crewmembers to determine whether external doors and exits, for which the initial opening movement is outward, are fully locked. In addition, there must be a visual means to signal to crewmembers when normally used external doors are closed and fully locked.

(c) The passenger entrance door must qualify as a floor level emergency exit. Each additional required emergency exit except floor level exits must be located over the wing or must be provided with acceptable means to assist the occupants in descending to the ground. In addition to the passenger entrance door:

(1) For a total seating capacity of 15 or less, an emergency exit as defined in FAR 23.807(b) is required on each side of the cabin.

(2) For a total seating capacity of 16 through 23, three emergency exits as defined in 23.807(b) are required with one on the same side as the door and two on the side opposite the door.

(d) An evacuation demonstration must be conducted utilizing the maximum number of occupants for which certification is desired. It must be conducted under simulated night conditions utilizing only the emergency exits on the most critical side of the aircraft.

The participants must be representative of average airline passengers with no prior practice or rehearsal for the demonstration. Evacuation must be completed within 90 seconds.

(e) Each emergency exit must be marked with the word "Exit" by a sign which has white letters 1 inch high on a red background 2 inches high, be self-illuminated or independently internally electrically illuminated, and have a minimum luminescence (brightness) of at least 160 microlamberts. The colors may be reversed if the passenger compartment illumination is essentially the same.

(f) Access to window type emergency exits must not be obstructed by seats or seat backs.

(g) The width of the main passenger aisle at any point between seats must equal or exceed the values in the following table.

Total seating capacity	Minimum main passenger aisle width	
	Less than 25 inches from floor	25 inches and more from floor
10 through 23 .....	9 inches .....	15 inches.

## MISCELLANEOUS

33. *Lightning strike protection.* Parts that are electrically insulated from the basic airframe must be connected to it through lightning arrestors unless a lightning strike on the insulated part—

(a) Is improbable because of shielding by other parts; or

(b) Is not hazardous.

34. *Ice protection.* If certification with ice protection provisions is desired, compliance with the following requirements must be shown:

(a) The recommended procedures for the use of the ice protection equipment must be set forth in the Airplane Flight Manual.

(b) An analysis must be performed to establish, on the basis of the airplane's operational needs, the adequacy of the ice protection system for the various components of the airplane. In addition, tests of the ice protection system must be conducted to demonstrate that the airplane is capable of operating safely in continuous maximum and intermittent maximum icing conditions as described in FAR 25, appendix C.

(c) Compliance with all or portions of this section may be accomplished by reference, where applicable because of similarity of the designs, to analysis and tests performed by the applicant for a type certificated model.

35. *Maintenance information.* The applicant must make available to the owner at the time of delivery of the airplane the information he considers essential for the proper maintenance of the airplane. That information must include the following:

- (a) Description of systems, including electrical, hydraulic, and fuel controls.
- (b) Lubrication instructions setting forth the frequency and the lubricants and fluids which are to be used in the various systems.
- (c) Pressures and electrical loads applicable to the various systems.
- (d) Tolerances and adjustments necessary for proper functioning.
- (e) Methods of leveling, raising, and towing.
- (f) Methods of balancing control surfaces.
- (g) Identification of primary and secondary structures.
- (h) Frequency and extent of inspections necessary to the proper operation of the airplane.
- (i) Special repair methods applicable to the airplane.
- (j) Special inspection techniques, including those that require X-ray, ultrasonic, and magnetic particle inspection.
- (k) List of special tools.

## PROPULSION

## GENERAL

36. *Vibration characteristics.* For turbopropeller powered airplanes, the engine installation must not result in vibration characteristics of the engine exceeding those established during the type certification of the engine.

37. *In-flight restarting of engine.* If the engine on turbopropeller powered airplanes cannot be restarted at the maximum cruise altitude, a determination must be made of the altitude below which restarts can be consistently accomplished. Restart information must be provided in the Airplane Flight Manual.

38. *Engines—(a) For turbopropeller powered airplanes.* The engine installation must comply with the following requirements:

(1) *Engine isolation.* The powerplants must be arranged and isolated from each other to allow operation, in at least one configuration, so that the failure or malfunction of any engine, or of any system that can affect the engine, will not—

(i) Prevent the continued safe operation of the remaining engines; or

(ii) Require immediate action by any crewmember for continued safe operation.

(2) *Control of engine rotation.* There must be a means to individually stop and restart the rotation of any engine in flight except that engine rotation need not be stopped if continued rotation could not jeopardize the safety of the airplane. Each component of the stopping and restarting system on the engine side of the firewall, and that might be exposed to fire, must be at least fire resistant. If hydraulic propeller feathering systems are used for this purpose, the feathering lines must be at least fire resistant under the op-

erating conditions that may be expected to exist during feathering.

(3) *Engine speed and gas temperature control devices.* The powerplant systems associated with engine control devices, systems, and instrumentation must provide reasonable assurance that those engine operating limitations that adversely affect turbine rotor structural integrity will not be exceeded in service.

(b) *For reciprocating-engine powered airplanes.* To provide engine isolation, the powerplants must be arranged and isolated from each other to allow operation, in at least one configuration, so that the failure or malfunction of any engine, or of any system that can affect that engine, will not—

(1) Prevent the continued safe operation of the remaining engines; or

(2) Require immediate action by any crewmember for continued safe operation.

39. *Turbopropeller reversing systems.* (a) Turbopropeller reversing systems intended for ground operation must be designed so that no single failure or malfunction of the system will result in unwanted reverse thrust under any expected operating condition. Failure of structural elements need not be considered if the probability of this kind of failure is extremely remote.

(b) Turbopropeller reversing systems intended for in-flight use must be designed so that no unsafe condition will result during normal operation of the system, or from any failure (or reasonably likely combination of failures) of the reversing system, under any anticipated condition of operation of the airplane. Failure of structural elements need not be considered if the probability of this kind of failure is extremely remote.

(c) Compliance with this section may be shown by failure analysis, testing, or both for propeller systems that allow propeller blades to move from the flight low-pitch position to a position that is substantially less than that at the normal flight low-pitch stop position. The analysis may include or be supported by the analysis made to show compliance with the type certification of the propeller and associated installation components. Credit will be given for pertinent analysis and testing completed by the engine and propeller manufacturers.

40. *Turbopropeller drag-limiting systems.* Turbopropeller drag-limiting systems must be designed so that no single failure or malfunction of any of the systems during normal or emergency operation results in propeller drag in excess of that for which the airplane was designed. Failure of structural elements of the drag-limiting systems need not be considered if the probability of this kind of failure is extremely remote.

41. *Turbine engine powerplant operating characteristics.* For turbopropeller powered airplanes, the turbine engine powerplant operating characteristics must be investigated

in flight to determine that no adverse characteristics (such as stall, surge, or flameout) are present to a hazardous degree, during normal and emergency operation within the range of operating limitations of the airplane and of the engine.

42. *Fuel flow.* (a) For turbopropeller powered airplanes—

(1) The fuel system must provide for continuous supply of fuel to the engines for normal operation without interruption due to depletion of fuel in any tank other than the main tank; and

(2) The fuel flow rate for turbopropeller engine fuel pump systems must not be less than 125 percent of the fuel flow required to develop the standard sea level atmospheric conditions takeoff power selected and included as an operating limitation in the Airplane Flight Manual.

(b) For reciprocating engine powered airplanes, it is acceptable for the fuel flow rate for each pump system (main and reserve supply) to be 125 percent of the takeoff fuel consumption of the engine.

#### FUEL SYSTEM COMPONENTS

43. *Fuel pumps.* For turbopropeller powered airplanes, a reliable and independent power source must be provided for each pump used with turbine engines which do not have provisions for mechanically driving the main pumps. It must be demonstrated that the pump installations provide a reliability and durability equivalent to that provided by FAR 23.991(a).

44. *Fuel strainer or filter.* For turbopropeller powered airplanes, the following apply:

(a) There must be a fuel strainer or filter between the tank outlet and the fuel metering device of the engine. In addition, the fuel strainer or filter must be—

(1) Between the tank outlet and the engine-driven positive displacement pump inlet, if there is an engine-driven positive displacement pump;

(2) Accessible for drainage and cleaning and, for the strainer screen, easily removable; and

(3) Mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter itself.

(b) Unless there are means in the fuel system to prevent the accumulation of ice on the filter, there must be means to automatically maintain the fuel flow if ice-clogging of the filter occurs; and

(c) The fuel strainer or filter must be of adequate capacity (with respect to operating limitations established to insure proper service) and of appropriate mesh to insure proper engine operation, with the fuel contaminated to a degree (with respect to particle size and density) that can be reasonably expected in service. The degree of fuel filtering may not

be less than that established for the engine type certification.

45. *Lightning strike protection.* Protection must be provided against the ignition of flammable vapors in the fuel vent system due to lightning strikes.

#### COOLING

46. *Cooling test procedures for turbopropeller powered airplanes.* (a) Turbopropeller powered airplanes must be shown to comply with the requirements of FAR 23.1041 during takeoff, climb en route, and landing stages of flight that correspond to the applicable performance requirements. The cooling test must be conducted with the airplane in the configuration and operating under the conditions that are critical relative to cooling during each stage of flight. For the cooling tests a temperature is “stabilized” when its rate of change is less than 2 °F. per minute.

(b) Temperatures must be stabilized under the conditions from which entry is made into each stage of flight being investigated unless the entry condition is not one during which component and engine fluid temperatures would stabilize, in which case, operation through the full entry condition must be conducted before entry into the stage of flight being investigated in order to allow temperatures to reach their natural levels at the time of entry. The takeoff cooling test must be preceded by a period during which the powerplant component and engine fluid temperatures are stabilized with the engines at ground idle.

(c) Cooling tests for each stage of flight must be continued until—

(1) The component and engine fluid temperatures stabilize;

(2) The stage of flight is completed; or

(3) An operating limitation is reached.

#### INDUCTION SYSTEM

47. *Air induction.* For turbopropeller powered airplanes—

(a) There must be means to prevent hazardous quantities of fuel leakage or overflow from drains, vents, or other components of flammable fluid systems from entering the engine intake system; and

(b) The air inlet ducts must be located or protected so as to minimize the ingestion of foreign matter during takeoff, landing, and taxiing.

48. *Induction system icing protection.* For turbopropeller powered airplanes, each turbine engine must be able to operate throughout its flight power range without adverse effect on engine operation or serious loss of power or thrust, under the icing conditions specified in appendix C of FAR 25. In addition, there must be means to indicate to appropriate flight crewmembers the functioning of the powerplant ice protection system.

49. *Turbine engine bleed air systems.* Turbine engine bleed air systems of turbopropeller powered airplanes must be investigated to determine—

(a) That no hazard to the airplane will result if a duct rupture occurs. This condition must consider that a failure of the duct can occur anywhere between the engine port and the airplane bleed service; and

(b) That if the bleed air system is used for direct cabin pressurization, it is not possible for hazardous contamination of the cabin air system to occur in event of lubrication system failure.

#### EXHAUST SYSTEM

50. *Exhaust system drains.* Turbopropeller engine exhaust systems having low spots or pockets must incorporate drains at such locations. These drains must discharge clear of the airplane in normal and ground attitudes to prevent the accumulation of fuel after the failure of an attempted engine start.

#### POWERPLANT CONTROLS AND ACCESSORIES

51. *Engine controls.* If throttles or power levers for turbopropeller powered airplanes are such that any position of these controls will reduce the fuel flow to the engine(s) below that necessary for satisfactory and safe idle operation of the engine while the airplane is in flight, a means must be provided to prevent inadvertent movement of the control into this position. The means provided must incorporate a positive lock or stop at this idle position and must require a separate and distinct operation by the crew to displace the control from the normal engine operating range.

52. *Reverse thrust controls.* For turbopropeller powered airplanes, the propeller reverse thrust controls must have a means to prevent their inadvertent operation. The means must have a positive lock or stop at the idle position and must require a separate and distinct operation by the crew to displace the control from the flight regime.

53. *Engine ignition systems.* Each turbopropeller airplane ignition system must be considered an essential electrical load.

54. *Powerplant accessories.* The powerplant accessories must meet the requirements of FAR 23.1163, and if the continued rotation of any accessory remotely driven by the engine is hazardous when malfunctioning occurs, there must be means to prevent rotation without interfering with the continued operation of the engine.

#### POWERPLANT FIRE PROTECTION

55. *Fire detector system.* For turbopropeller powered airplanes, the following apply:

(a) There must be a means that ensures prompt detection of fire in the engine compartment. An overtemperature switch in

each engine cooling air exit is an acceptable method of meeting this requirement.

(b) Each fire detector must be constructed and installed to withstand the vibration, inertia, and other loads to which it may be subjected in operation.

(c) No fire detector may be affected by any oil, water, other fluids, or fumes that might be present.

(d) There must be means to allow the flight crew to check, in flight, the functioning of each fire detector electric circuit.

(e) Wiring and other components of each fire detector system in a fire zone must be at least fire resistant.

56. *Fire protection, cowling and nacelle skin.* For reciprocating engine powered airplanes, the engine cowling must be designed and constructed so that no fire originating in the engine compartment can enter, either through openings or by burn through, any other region where it would create additional hazards.

57. *Flammable fluid fire protection.* If flammable fluids or vapors might be liberated by the leakage of fluid systems in areas other than engine compartments, there must be means to—

(a) Prevent the ignition of those fluids or vapors by any other equipment; or

(b) Control any fire resulting from that ignition.

#### EQUIPMENT

58. *Powerplant instruments.* (a) The following are required for turbopropeller airplanes:

(1) The instruments required by FAR 23.1305 (a)(1) through (4), (b)(2) and (4).

(2) A gas temperature indicator for each engine.

(3) Free air temperature indicator.

(4) A fuel flowmeter indicator for each engine.

(5) Oil pressure warning means for each engine.

(6) A torque indicator or adequate means for indicating power output for each engine.

(7) Fire warning indicator for each engine.

(8) A means to indicate when the propeller blade angle is below the low-pitch position corresponding to idle operation in flight.

(9) A means to indicate the functioning of the ice protection system for each engine.

(b) For turbopropeller powered airplanes, the turbopropeller blade position indicator must begin indicating when the blade has moved below the flight low-pitch position.

(c) The following instruments are required for reciprocating-engine powered airplanes:

(1) The instruments required by FAR 23.1305.

(2) A cylinder head temperature indicator for each engine.

(3) A manifold pressure indicator for each engine.

## SYSTEMS AND EQUIPMENTS

## GENERAL

59. *Function and installation.* The systems and equipment of the airplane must meet the requirements of FAR 23.1301, and the following:

(a) Each item of additional installed equipment must—

(1) Be of a kind and design appropriate to its intended function;

(2) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors, unless misuse or inadvertent actuation cannot create a hazard;

(3) Be installed according to limitations specified for that equipment; and

(4) Function properly when installed.

(b) Systems and installations must be designed to safeguard against hazards to the aircraft in the event of their malfunction or failure.

(c) Where an installation, the functioning of which is necessary in showing compliance with the applicable requirements, requires a power supply, such installation must be considered an essential load on the power supply, and the power sources and the distribution system must be capable of supplying the following power loads in probable operation combinations and for probable durations:

(1) All essential loads after failure of any prime mover, power converter, or energy storage device.

(2) All essential loads after failure of any one engine on two-engine airplanes.

(3) In determining the probable operating combinations and durations of essential loads for the power failure conditions described in subparagraphs (1) and (2) of this paragraph, it is permissible to assume that the power loads are reduced in accordance with a monitoring procedure which is consistent with safety in the types of operations authorized.

60. *Ventilation.* The ventilation system of the airplane must meet the requirements of FAR 23.831, and in addition, for pressurized aircraft the ventilating air in flight crew and passenger compartments must be free of harmful or hazardous concentrations of gases and vapors in normal operation and in the event of reasonably probable failures or malfunctioning of the ventilating, heating, pressurization, or other systems, and equipment. If accumulation of hazardous quantities of smoke in the cockpit area is reasonably probable, smoke evacuation must be readily accomplished.

## ELECTRICAL SYSTEMS AND EQUIPMENT

61. *General.* The electrical systems and equipment of the airplane must meet the requirements of FAR 23.1351, and the following:

(a) *Electrical system capacity.* The required generating capacity, and number and kinds of power sources must—

(1) Be determined by an electrical load analysis, and

(2) Meet the requirements of FAR 23.1301.

(b) *Generating system.* The generating system includes electrical power sources, main power busses, transmission cables, and associated control, regulation, and protective devices. It must be designed so that—

(1) The system voltage and frequency (as applicable) at the terminals of all essential load equipment can be maintained within the limits for which the equipment is designed, during any probable operating conditions;

(2) System transients due to switching, fault clearing, or other causes do not make essential loads inoperative, and do not cause a smoke or fire hazard;

(3) There are means, accessible in flight to appropriate crewmembers, for the individual and collective disconnection of the electrical power sources from the system; and

(4) There are means to indicate to appropriate crewmembers the generating system quantities essential for the safe operation of the system, including the voltage and current supplied by each generator.

62. *Electrical equipment and installation.* Electrical equipment controls, and wiring must be installed so that operation of any one unit or system of units will not adversely affect the simultaneous operation of to the safe operation.

63. *Distribution system.* (a) For the purpose of complying with this section, the distribution system includes the distribution busses, their associated feeders and each control and protective device.

(b) Each system must be designed so that essential load circuits can be supplied in the event of reasonably probable faults or open circuits, including faults in heavy current carrying cables.

(c) If two independent sources of electrical power for particular equipment or systems are required by this regulation, their electrical energy supply must be insured by means such as duplicate electrical equipment, throwover switching, or multichannel or loop circuits separately routed.

64. *Circuit protective devices.* The circuit protective devices for the electrical circuits of the airplane must meet the requirements of FAR 23.1357, and in addition circuits for loads which are essential to safe operation must have individual and exclusive circuit protection.

[Doc. No. 8070, 34 FR 189, Jan. 7, 1969, as amended by SFAR 23-1, 34 FR 20176, Dec. 24, 1969; 35 FR 1102, Jan. 28, 1970]

**Subpart A—General****§ 23.1 Applicability.**

(a) This part prescribes airworthiness standards for the issue of type certificates, and changes to those certificates, for airplanes in the normal, utility, acrobatic, and commuter categories.

(b) Each person who applies under Part 21 for such a certificate or change must show compliance with the applicable requirements of this part.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-34, 52 FR 1825, Jan. 15, 1987]

**§ 23.2 Special retroactive requirements.**

(a) Notwithstanding §§21.17 and 21.101 of this chapter and irrespective of the type certification basis, each normal, utility, and acrobatic category airplane having a passenger seating configuration, excluding pilot seats, of nine or less, manufactured after December 12, 1986, or any such foreign airplane for entry into the United States must provide a safety belt and shoulder harness for each forward- or aft-facing seat which will protect the occupant from serious head injury when subjected to the inertia loads resulting from the ultimate static load factors prescribed in §23.561(b)(2) of this part, or which will provide the occupant protection specified in §23.562 of this part when that section is applicable to the airplane. For other seat orientations, the seat/restraint system must be designed to provide a level of occupant protection equivalent to that provided for forward- or aft-facing seats with a safety belt and shoulder harness installed.

(b) Each shoulder harness installed at a flight crewmember station, as required by this section, must allow the crewmember, when seated with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operations.

(c) For the purpose of this section, the date of manufacture is:

(1) The date the inspection acceptance records, or equivalent, reflect that the airplane is complete and meets the FAA approved type design data; or

(2) In the case of a foreign manufactured airplane, the date the foreign civil airworthiness authority certifies the airplane is complete and issues an original standard airworthiness certificate, or the equivalent in that country.

[Amdt. 23-36, 53 FR 30812, Aug. 15, 1988]

**§ 23.3 Airplane categories.**

(a) The normal category is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for nonacrobatic operation. Nonacrobatic operation includes:

(1) Any maneuver incident to normal flying;

(2) Stalls (except whip stalls); and

(3) Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees.

(b) The utility category is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for limited acrobatic operation. Airplanes certificated in the utility category may be used in any of the operations covered under paragraph (a) of this section and in limited acrobatic operations. Limited acrobatic operation includes:

(1) Spins (if approved for the particular type of airplane); and

(2) Lazy eights, chandelles, and steep turns, or similar maneuvers, in which the angle of bank is more than 60 degrees but not more than 90 degrees.

(c) The acrobatic category is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for use without restrictions, other than those shown to be necessary as a result of required flight tests.

(d) The commuter category is limited to propeller-driven, multiengine airplanes that have a seating configuration, excluding pilot seats, of 19 or less, and a maximum certificated takeoff weight of 19,000 pounds or less. The commuter category operation is limited to any maneuver incident to normal flying, stalls (except whip stalls),